

Entertainments.

THEATRE ROYAL,
CITY HALL.

THE 'VICTORIA' DISASTER.

Owing to the Great Success achieved by
THE 'VICTORIA' EMANUEL'S
VARIETY COMPANY,
The Company have decided to give
ONE MORE PERFORMANCE,
TO-MORROW.

(SATURDAY), the 19th August,
When NEW JOKES and SONGS will be
introduced.

On which occasion the House will be
open at POPULAR PRICES.

Via.—To Dress Circle, \$1; and to other
parts of the House, 50 Cents.

No Half Price.

Doors open at 8.30 p.m. Commence at 9 p.m.

Late Train to Peak.

Hongkong, August 18, 1893. 1437

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG.

PORE is the LEVANT, BLACK
SEA & BALTIC PORTS;

also,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 21st day of August,
1893, at 3 p.m., the Company's S.S.
OLDENBURG, Captain H. GUTHMANN,
with MAILS, PASSENGERS, SPECIES,
and CARGO, will leave this port as above,
calling at NANTES and GENOA.

Shipping Orders will be granted till
noon, on Saturday, the 19th August,
Cargo and Species will be received on
board until noon on Monday, the 21st
August, and Parcels will be received at the
Agency's Office until noon on Sunday,
the 20th August. Contents of Packages are
required. No Parcel Receipts will be
signed at less than 2¢, and Parcels should
not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linen can be washed on board.
For further particulars, apply to
MELOERS & Co.,
Agents.

Hongkong, July 28, 1893. 1318

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX.

also
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 23rd August,
1893, at Noon, the Company's S.S.
SALAZAR, Commandant P. L. L.
with MAILS, PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above place.

Cargo and Species will be registered for
London as well as for Marseilles, and accepted
in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
noon.

Cargo will be received on board until 4
p.m., Species and Parcels until 3 p.m. on
the 22nd August, 1893. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 10, 1893. 1394

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PASSENGER SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION).

Victoria..... Tuesday August 29.
Tacoma..... Thursday Sept. 28.
Napa..... Thursday Oct. 19.
Victoria..... Thursday Nov. 9.
Tacoma..... Thursday Dec. 12.
Napa..... Tuesday Jan. 2/94.

THE Steamship VICTORIA, Capt. J.
Paxson, R.N.R., sailing at Noon, on
TUESDAY, the 29th August, will proceed to
VICTORIA, B.C., and TACOMA via
SEASIDE, INLAND SEA, KOBÉ and
YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate;
and one copy must be sent forward by the
Steamer to the care of The Freight Agent
Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with
address marked in full by 5 p.m. on the
day previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, OAKILL & Co.,
Agents.

Hongkong, August 10, 1893. 1393

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peri (via Nagasaki),
Kobe, Inland Sea, SATURDAY, Aug. 26.
and Yokohama.)

City of Rio de Janeiro
(via Nagasaki,
Kobe, Inland Sea, THURSDAY, Sept. 14.
and Yokohama.)

City of Peking (via
Nagasaki, Kobe, THURSDAY, Oct. 5,
Inland Sea, and at 1 p.m.

U.S. Mail Steamship PERU
will be dispatched for SAN
FRANCISCO, via NAGASAKI, KOBÉ,
INLAND SEA AND YOKOHAMA, on
SATURDAY, the 26th August, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers, and to the
principal cities of the United States or
Canada. Rates may be obtained on applica-
tion.

First Class Passengers have full choice of
any of the Overland Routes, including
CENTRAL PACIFIC, SOUTHERN
PACIFIC, UNION PACIFIC, NORTH-
WESTERN PACIFIC, and DENVER and R.R.
GRANDE RAILWAYS. They can also
travel over the CANADIAN PACIFIC
RAILWAY, on payment of \$10 in addition to
the regular tariff rate.

Particulars of the various routes can be
obtained on application.

Special rates (first class only) are granted
to Missionaries, members of the Navy,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcels of Goods
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in San Francisco, and
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 72, Queen's Road Central.
J. S. VAN BUREN,
Agent.

Hongkong, August 9, 1893. 1388

Intimations.

WINDSOR HOTEL,
(in Connaught Buildings),
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on
at WINDSOR HOUSE has now been
removed to CONNAUGHT HOUSE.
Cuisine under European management.
Each Bed-room has its own Bath-room.
Hot and Cold water. Passenger Elevator
to all floors.

Charges from \$2 per day upwards.
Special Rates for Families or Permanent
Boarders. Offices and Rooms to let Un-
furnished, and Rooms with or without
Bath, by day or month. Apply at the
Office, No. 37, 3rd Floor.
Hongkong, August 23, 1892. 1334

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.NATURAL SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

YOUNG AND COMPANY'S ORCHESTRATED
BINOCLULARS AND TELESCOPES.
RICHIE'S LIQUID AND OTHER COMPASSES,
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.

English Silver & Electro-Plated Ware,
Crystal & Cut Glass, PARAFFIN LAMP GLASS,
GOLD & SILVER JEWELLERY
in great variety.

DIAMONDS

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON
PATENTERS, at very moderate prices. 742

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

MR. SASSOON'S CUP AND SPOONS
will be Shot for TO-MORROW,
the 19th Inst. Ranges, 200 and 300 yards.
Time, 2.45 p.m.

ED. ROBINSON,
Hon. Secretary.

Hongkong, August 18, 1893. 1446

THE HIGH SCHOOL,
ST. PATRICK'S HALL,
GARDEN ROAD.

THE CHRISTMAS TERM will Com-
mence on MONDAY, 21st August, at
NINE A.M.

For Special Prospectus and Revised Scale
of Fees, apply to
THE HEAD MASTER.

Hongkong, August 18, 1893. 1447

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's S.S. Chelydra having
arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their Goods will be delivered from
alongside.

Cargo impeding the discharge or remain-
ing on board after the 21st Instant, at
Noon, will be landed at Consignees' risk and
expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, August 18, 1893. 1443

To-day's Advertisements.

REMINDER.

THE ENTRIES for the GYMKHANA
MILE HANDICAP CLOSE TO-MOR-
ROW, 19th Instant.

A. H. THOMAS, Clerk,
Hon. Secretary.

Hongkong, August 18, 1893. 1445

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship
Felicity,
Capt. Davis, will be
dispatched for the above
Ports on SUNDAY, the 20th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, August 18, 1893. 1439

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship
Chelydra,
Capt. R. Cans, will be
dispatched on above on
WEDNESDAY, the 23rd Inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, August 18, 1893. 1442

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW-
OWHANG, TIENTSIN, HANKOW
and Ports on the YANGTSE.)

The Co.'s Steamship
Aqueduct,
Capt. WILLIAM, will be
dispatched as above on
THURSDAY, the 24th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 18, 1893. 1441

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Captain AGNEW, will be
dispatched as above on
SATURDAY, the 26th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 18, 1893. 1440

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship
Monmouthshire,
Capt. CUNNINGHAM, will be
dispatched as above on
or about WEDNESDAY, the 30th Instant,
instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, OAKILL & Co.,
Agents.

Hongkong, August 18, 1893. 1437

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

FUNA SUY, Hawaiian barque, Capt. D.
Mahony.—Shewan & Co.

GALVESTON, German barque, Captain H.
Jabobson.—Wielor & Co.

GEORGE STEVENSON, American ship, Capt.
E. L. Murphy.—Jardine, Matheson & Co.

VICTORIA DISPENSARY.

Aerated Waters.

WATER.—The Water used is absolutely
pure. Steam Plant of the latest
and most powerful type. Super-
vision.—The whole process of manu-
facture is under the continuous
supervision of a qualified English
Chemist.

THE PRODUCT.—Will bear compari-
son with the Waters made by the most
noted makers in England.

Dakin, Cruickshank &
Company, Ltd.

VICTORIA DISPENSARY.

SHIPPING.

ARRIVALS.

August 17:—
Krin, Norwegian steamer, 1,104, D.
Hagmann, Hongkong Aug. 14, Coal.—Jar-
dine, Matheson & Co.

August 18:—
Fushin, Chinese steamer, from Canton.
Scalotte, German steamer, from Canton.
Hanoi, French steamer, 738, M. E.
Moutillat, Haiphong August 16, General.—
A. B. MARY.

Chelydra, British steamer, 1,574, R. Cans,
Calcutta August 2, Penang 8, and Singapore
12, Ojima and General.—Jardine, MATHESON
& Co.

Kuanyang, British steamer, 1,057, Outer-
bridge, Swatow August 17, General.—
BUTTERFIELD & SWIRE.

CLEARED.

Umbria, for San Francisco.
Continental, for Hilo.

Vessels Advertised as Loading.

Destination. Vessel. Agents. Date of Leaving.

Bromon & Ports of Call (Oldenburg (s) Norddeutscher Lloyd, Aug. 21, at noon.

Spondilus (s) Shewan & Co., Aug. 21, at noon.

Verona (s) P. & O. S. N. Co., Aug. 19, daylight.

Kasum (s) Arnold, Karberg & Co., About August 20.

London, v. Swatow (s) Butterfield & Swire, About August 20.

London & Hamburg (s) Doctwell, Oatill & Co., About August 20.

London, v. Marcellus (s) P. & O. S. N. Co., About August 20.

London & Ports of Call (s) P. & O. S. N. Co., About August 20.

London, v. Amoy (s) P. & O. S. N. Co., About August 20.

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LORD JUSTICE CLARK BRIDFORD, of Scotland, was a man of few words and strong business habits. In court he was entirely unobtrusive, his procedure being entirely unobtrusive. Calling on the lady, he said to her, without preliminary remark: "Lizzie, I am looking out for a wife, and I thought you were the person that would suit me. Let me have your answer, 'Yes' or 'No.' The lady, the next day, replied in the affirmative. Perhaps he reported his propinquity; for, when a butler gave warning on account of Mrs. Bridford's scolding propensities, the judge replied: "Lord, mon, ye're little to complain of; ye may be thankful ye're no married to bot."

The invention of the screw-propeller is claimed for several persons, say the *English Mechanic*, and lately the contrary of the birth of Joseph Hessel, who is credited by the Austrian with its invention, was celebrated in Austria by the unveiling of a monument at Mariburn, where he lived when a student of forestry, by the inauguration of memorial tablets in the various towns in which he stayed, and by a great commemorative festival around his statue in front of the Polytechnic Institute in Vienna. The latter was unveiled in 1893, six years after he had died, in poverty and neglect, at an inn at Laibach. His claim to priority in the invention of the screw-propeller is disputed in England and elsewhere, and Vienna is supposed to be well established by various documentary proofs which have just been published. Hessel is said to have described his idea of using the Archimedean screw for the propulsion of ships as early as 1812. Some Americans asserted that the first use of the screw-propeller was by the *Savannah*, of Hobboken, which tried twin-bladed screws in 1804. The use of the screw was, however, suggested by many writers, even by Hooker as early as 1680.

A CASTLE in the air, in the most literal sense of the word, is to be the sensation at the exhibition to be held at Antwerp next year. The plan is that of the engineer Tabary, and a company has already been formed for carrying it out. It consists of a raft twenty yards square made of bamboo and steel and aluminium hollow pipes, upon which a palatial restaurant is to be built, and hold suspended in the air at the height of 500 yards above the ground by a number of captive balloons. By means of strong cables and anchors this castle in the air will be kept perfectly still, even in the heaviest weather. This is, at any rate, the promise of the promoters, and they will be the promoters of a castle in the air, each to contain eight or ten persons, will be employed for conveying the public from the earth to the castle in the air and vice versa. The balloons will be kept light with gas by means of a manometer showing the condition of each balloon at all times, and a peculiar apparatus being used for directing the supply of gas to any single balloon. Powerful electric fans from the castle in the air on to the exhibition grounds and by the aid of steam cranes it will be possible to haul down the whole structure in less than ten minutes.

A CORRESPONDENT writes as follows to the *Shanghai Mercury* concerning the credulity of the cow: "In a paragraph from the *Times* you mention in your issue of July 25th what you may call a strange circumstance concerning cows refusing to give milk accompanied by calf, alive or dead. It is not strange and may be witnessed in this port frequently, exactly the same thing. The cowkeeper sends the dead calf's skin to the market and puts four bannons in the legs. Throwing it across his shoulder he marches off to the European house to be supplied with milk, followed by the simple-minded and confiding cow. He stands the calf on its hind legs, he stands the mother with head close to under and touching her belly, the calf part near the cow's head. She never then refuses her milk, but remove the dummy and not a drop will she give. Still, after all, we are the same in England, only with sheep instead of cows. One ewe loses her lamb, another has twins, and cannot support both and live; the other will waste, so we take the lamb of the dead, and the mother ewe will suckle it and in a few days the skin is removed. With our domestic cows the calves are taken from the mother almost at birth, and the ewe's milk for a few hours, as the reason for the large quantity she secretes, the pain is too intense. I have known them run after me to be milked, bellowing loudly all the time for their calves. Chinese would probably yield their milk after a day or two; but John looks on that day's milk as lost, or rather as so many cash lost, and hence the carrying round of a stuffed calf."

With reference to the duty of consuls in promoting the interests of trade, the *New York Nation* says: "When Mr. Bryce was in the British Foreign Office he maintained that it was 'the clear and constant duty of the Government, which holds in its hands the threads of a vast organization stretching over the world, to do all that it legitimately can to further the interests of our commerce.' Acting upon this view, he prepared a memorandum showing in what manner British trade might be assisted by her Majesty's diplomatic and consular officers. He discovered, by means of careful investigation and wide correspondence, with boards of trade, that the information regarding commercial matters transmitted from abroad by these officers was not of the right kind, that it came too late, and that it was not published in an accessible and attractive form. His correspondents bore witness to the great usefulness displayed by the consular agents of the United States in sending home frequent and detailed reports of the movement of trade, and recommended that the agents of the British Foreign Office take example from their American counterparts. Mr. Bryce, as Secretary of State, printed the memorandum and correspondence, and, in laying the pamphlet before our consuls, reminded them of their duty to work with increased diligence in the discharge of their functions. In the State Department publication of this time, the usual distinction of being utilized by trade and daily papers of the United States as an editorial article, or in other ways, at intervals of a few weeks from the time of its appearance in the State Department publication of this time. Among other papers quoting from it or referring to it approvingly is the *London Examiner*.

SUPREME COURT. IN ORIGINAL JURISDICTION.

(Before His Hon. Mr. Justice Clark, Chief Justice, and a Special Jury.)

Friday, August 18.

THE SHIPWRECK OF THE TETARTOS.

FAILURE OF THE CASE FOR THE CROWN.

The case was resumed at a quarter to eleven o'clock.

Mr. Bonavides, cross-examined by Mr. Francis, said—On the day on which the charter party was signed at Macao when I went over on the same steamer as Capt. Breitung I was not going for the express purpose of signing the charter party.

There was an expectation of the Brazilian Minister coming out here for the purpose of negotiating with the Chinese Government.

—Yes.

Do you remember the exact date when it was decided to send the ship to Singapore?

—On the 24th July, more or less.

The charter party for the ship to go to Singapore was signed on the 20th July—Yes.

And when did you resolve to send the ship to Singapore before sending her to Macao?

—The 20th.

When the charter party was signed on the 20th June had you the intention of sending the ship to Macao or to Singapore first?

—It was my intention to send her to another place first.

Had you on 28th June instructions from your principals, and money, to enable you to send her to Brazil?

—Yes.

What date had Mr. Lavandrea left for Singapore and Bangkok?

—I cannot say the date. But he left about 4th or 5th July. It was by the English mail steamer *Rosetta*.

Has he not gone down there for the special purpose of buying rice?—He went to Bangkok. He went to see about the best rice market. And when he left I had the intention of sending the *Tetartos* to fetch this rice.

When the vessel was chartered on 28th June was it then certain you would be able to send emigrants from Macao to Brazil?

—Yes.

Had you then positive instructions from your principals to send emigrants to Brazil?

—It was for that purpose I came to China.

Had you instructions to send a ship with coals?—Yes, I had instructions. When I came here for the purpose of procuring coals I was told that probably the British Government would allow me to make the emigration through Hongkong and I remained in Hongkong in order to arrange matters. I had instructions to make a trial of emigration while these matters were being arranged and decided.

Mr. Lavandrea, to make a trial of emigration from somewhere in China while these negotiations were going on with the British Government?—Yes.

Why was it put in the charter party that if you did not send the steamer to Brazil you might use her on the coast?

—Because it might happen that there would be a regular line of steamers from Hongkong to Brazil, and if I did not use the *Tetartos* I could use her for bringing rice along the coast.

Mr. Francis—Rice which you would have sent by the regular steamers to Brazil?

—Yes.

Has any treaty been made between Brazil and China about emigration?—The general treaty between the two countries was made recently—I do not remember the date. There was a report in a distant paper that there has been a recent treaty, and that was copied into the *China Mail*.

Mr. Francis—The instructions I had were not in writing. I had full powers from the Company. I told them I had chartered the *Tetartos*. They approved. I told them I would take coals from Macao as a trial trip.

Did you get your rice all right?—Which rice?

—Had you telegraphed to him to stop him?—I gave no orders at all. Mr. Lavandrea had no orders to buy rice.

Mr. Francis—Did he wish to ask some questions with regard to certain payments made by Mr. Bonavides?

—Mr. Francis objected to new matter being introduced in re-examination.

The Attorney General said it was upon information he had received since the examination yesterday.

Mr. Lavandrea said he would allow the questions, and allow Mr. Francis to cross-examine upon them.

Mr. Francis said it was contrary to the rules of procedure.

Mr. Francis—I submit, with all respect to your Lordship, that it is one of those things which is constantly referred to be done to allow the prosecution to amend their case as they go on. They are not allowed to come into Court on a fishing expedition. That is one of the things that is condemned. It is now and again allowed, but for the Attorney General to do it with every witness is contrary to practice and contrary to the whole theory on which prosecutions are conducted. He does not even pay your Lordship the compliment of asking your Lordship's permission to ask these questions.

Mr. Francis merely nodded.

Mr. Francis remained standing for some time, and ultimately said—I am waiting for your Lordship's decision.

His Lordship—After you have finished, Mr. Francis—

Mr. Francis—After you have finished, Mr. Francis—

His Lordship—I will allow the question, and will give you an opportunity of putting any questions upon it.

In answer to the Attorney General's question, Mr. Francis said—Mr. Bryce was in the British Foreign Office he maintained that it was 'the clear and constant duty of the Government, which holds in its hands the threads of a vast organization stretching over the world, to do all that it legitimately can to further the interests of our commerce.' Acting upon this view, he prepared a memorandum showing in what manner British trade might be assisted by her Majesty's diplomatic and consular officers. He discovered, by means of careful investigation and wide correspondence, with boards of trade, that the information regarding commercial matters transmitted from abroad by these officers was not of the right kind, that it came too late, and that it was not published in an accessible and attractive form. His correspondents bore witness to the great usefulness displayed by the consular agents of the United States in sending home frequent and detailed reports of the movement of trade, and recommended that the agents of the British Foreign Office take example from their American counterparts. Mr. Bryce, as Secretary of State, printed the memorandum and correspondence, and, in laying the pamphlet before our consuls, reminded them of their duty to work with increased diligence in the discharge of their functions. In the State Department publication of this time, the usual distinction of being utilized by trade and daily papers of the United States as an editorial article, or in other ways, at intervals of a few weeks from the time of its appearance in the State Department publication of this time. Among other papers quoting from it or referring to it approvingly is the *London Examiner*.

Mr. Francis—He is questioning his own witness in an entirely hostile spirit.

His Lordship—It is a peculiar position. The Attorney General—Did Mr. Ray tell you what this money was for?

—Yes.

Did Mr. Ray or Mr. Bryce ever go to Macao to see that this money was used for the purpose for which it was given?

—I told Mr. Ray to make the arrangements with Messrs. Shaw and Co. Where was the cheque drawn? Was it drawn in Hongkong or Macao?—In Macao.

Did Mr. Ray or Mr. Bryce ever go to Macao to see that this money was used for the purpose for which it was given?

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—I told Mr. Ray to make the arrangements with Messrs. Shaw and Co. Where was the cheque drawn? Was it drawn in Hongkong or Macao?—In Macao.

Mr. O. Ray (recalled)—Examined by the Attorney General—Shaw and Co. on the 20th July, 1893, at Macao, and was given me by Mr. Bonavides. I don't know if there was any coal from anybody else on board the *Tetartos* burned from 18 to 20 tons of coal per day—Japan coal. This was Japan coal.

Choung Tse stated—I was supercargo on board the *Tetartos*. She arrived on 10th July. I was on board when she arrived from Annam. She loaded at Saigon. She brought up 130 or 140 passengers. When she arrived at Hongkong all the things were sent ashore.

What fittings were sent ashore?—The cookhouse and the latrine. On the 17th we had finished discharging the miscellaneous cargo. I went up and spoke to our manager, and he said the time was up. We told a carpenter to go to the vessel and take down the house and latrine. I did not see them taken away from the ship myself, but I saw that the cookhouse and latrine were not there when I went off on the evening of the 19th. There was nothing left of the materials of which they had been composed. I asked one of my sailors like a house over the hatches on the voyage back from Saigon to Hongkong. Neither did I see any banks for emigrants. There were no rice pans with steamers. There were no lookers what we came back from Annam. I was on board supercarguing cargo brought on board under the Nam We sub-charter. I was at the forward hatch. I saw some timber brought on board. I did not know if it was for use. Only a little timber was brought on board. Rice was brought on board; I do not know by whom. I received no instructions from any one that some things were coming on board which were not cargo. I asked my mate about the things that I came back. He said 'Before I wrote the contract it was said that some timber was to be put on board.' He did not say who was to send it.

By His Lordship—When the people brought the bricks I asked if they had any more to my question, that these articles were not cargo. I did not ask the people where they came from. I do not know where they put the bricks or timber.

You did not see them to know did you?

—I had nothing to do with it so I did not attend to it.

What did you tell your master?—I told him some timber had been taken on board. I did not mention the bricks. I told him the same thing with regard to the 20th. I went to the ship on 21st and 22nd July. I was still working at the foremast.

Did you see any timber or things which were not cargo brought on board after you spoke to your master?—No.

Can you say no more was brought on board?—I only attended to Nam We matters. So if anything else was brought I did not know about it.

Cross-examined—We had a kitchen at the bows of the *Tetartos* for cooking the rice for the passengers from Annam. There was a shallow pan and a pot built into the work. This was one kitchen. All were taken away at the same time.

Mr. Jorgensen, chief officer of the *Tetartos*, stated—I have seen the fittings on board the *Tetartos* pointed out to me by Capt. Hastings and Inspector Corcoran. Do you know who put those things on board?—No.

Cross-examined—What cooking accommodation was there on board for the passengers who came up from Saigon?—There was a kitchen forward on the starboard side. It was constructed of wood. So far as I remember there was only one pot in it.

Only one pot to cook for 200 people?—It is not my business to look after that.

Did you notice whether the kitchen was removed from the ship after she arrived from Saigon?—I don't know the date. It was removed.

Did Capt. Hastings call your attention to it and ask what it was for?—Yes. That was the same kitchen that was on board when the ship arrived.

While you were in Harbour what was it being used for?—I saw a number of Chinese from the Chinese chartered on board?—Yes; several. Sometimes they slept on board.

By His Lordship—Did you ever see any Chinese carpenters on board while the ship was in the Harbour?—I saw no carpenter on board.

Were there any Chinese on board whom you believed to be carpenters?—I could not tell whether they were carpenters or not.

May I take it that there were no Chinese on board whom you believed to be carpenters?—I saw no carpenter on board.

Question repeated—I saw no carpenters on board.

Question repeated by His Lordship, who asked, Perhaps you would rather not answer that question?—Yes, I believe there were some. I cannot tell how many.

Do you know whether it was intended these men should have work with you when you left for Singapore?—I cannot tell.

Have you seen two heavy rice pans which it was suggested were to be used for boiling rice?—Yes. They would weigh about six hundredweight. I saw them brought on board.

Can you tell me where they were brought on board?—I do not know the date. It was in the day time.

Who brought them on board?—I do not know.

Don't answer this question unless you like. Had any communication been made to you by anyone about their being brought on board?—No.

Don't answer this question unless you like. You know they were not cargo?—I did not know whether they were cargo or not.

Were you living on board all the time the ship was in port?—Yes.

And Capt. Breitung also?—Yes.

With regard to some of them; were they meant as booty hatches?—I don't know what booty hatches are.

Booby hatches explained to witness, who said he had not seen any.

You have seen the frame erected on board?—Yes.

Have you any doubt that that was made to be erected where it now stands?—I saw nothing about them until they came on deck.

Do you see any ladders brought on board?—Yes.

Do you know when they were brought?—I don't know the date.

May I ask you if you mentioned to the captain that these two large pans were brought on board?—No.

When the ladders were brought on board did you know they were not cargo?—Don't answer if you would rather not. I did not know that they were not cargo.

By Mr. Francis—Is it only from what

you have learned since that you believed these men you saw on board were carpenters?—I had the idea that they were carpenters before the ship was arrested.

With reference to frames of the booby hatches did you see them carried on board in packages and bundles when you had had any idea that they were booby hatches?—No.

Might they not as well have been used for houses or hospitals?—I don't know. They had been used for many other things.

By His Lordship—What became of the men you believed to be carpenters?—I don't know. They had already left when the ship was arrested.

Did you notice that the corner posts of the frame for the booby hatches erected by the police were shorter at one side than the steam pipes?—Yes. They were shorter on the starboard side.

Does not that impress you with the fact that those frames were made to go up where the steam pipes were?—After I saw it, I thought so.

You see now they were made to go there?—I see they could be made to go there.

Did you see the fact that the posts on the starboard side were shorter than those on the port side?—Yes.

Did you see anyone after the 16th July taking measurements of the hatches on board the *Tetartos*?—No.

The Attorney General—That closes the case for the Crown.

His Lordship—The question now arises if you both with the jury to go and have a view. Have you made up your mind, Mr. Francis, whether you will call witnesses or not?

Mr. Francis—I will not call witnesses. As a view I do not see any utility in it at all.

His Lordship—I am rather against a view in a case of this sort.

The Attorney General—I do not know what his case is. If after all this evidence he does not admit there were fittings on board

Mr. Francis—I had not been able to see from the commencement of the case—

I have not attempted to cross-examine a single witness at all as to whether the fittings were on board or not—I really can't imagine what he has been attempting to do during the whole progress of the case. The whole of the evidence goes to show that they were on board.

I should like to put a question or two to Mr. Breitung before we close the evidence.

Capt. Breitung (recalled)—I saw Capt. Hastings had a conversation with me on board.

He says he was on the starboard side, near the second hatch, and was looking at the frames which were put up and he saw the fittings on board. I saw it myself now. The ship was fitted for emigrants, but I did not know it. I do not exactly think I did that.

Having seen these fittings now put together by the police, have you any doubt during the night that I made up my mind that they might be used for fitting for emigrants?

Did you tell him so?—I did not know what they were going to be used for.

Let me ask you about these frames. Have you any doubt that they were to be used for the construction of booby hatches?—No; not after they were put up.

And for booby hatches on board the *Tetartos*?—I do not think they fit properly.

Has the fact been called your attention to during the night that the fittings on the starboard side where the steam pipes run?—I did not take any notice.

I thought, however, they were to be used for booby hatches now that I see them. I have never any doubt but that they were to be used for the construction of booby hatches. Have you ever had large pans of that description before?—No.

Some discussion followed, previous to the adjournment for fifteen, as to the issues to be placed before the jury.

The Attorney General addressed the jury when the Court resumed. He was referring to the steps taken

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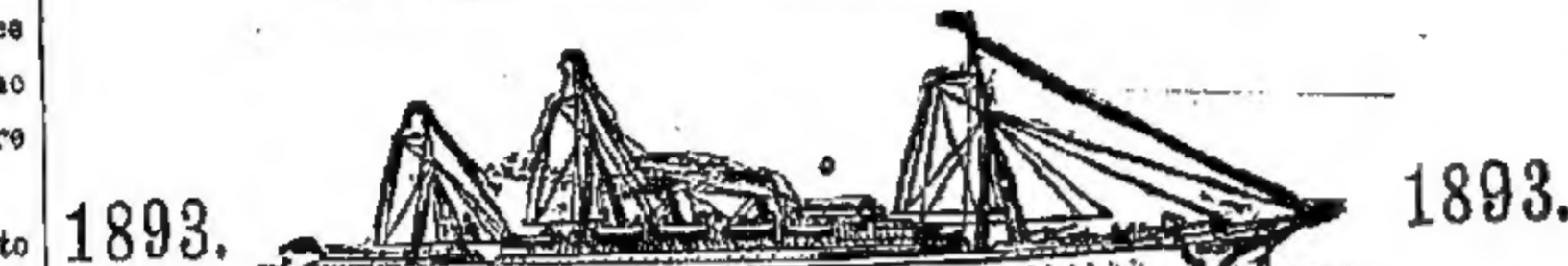
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Hongkong, August 16, 1893.

SHARE LIST—QUOTATIONS.—AUG. 18, 1893.

Stocks. (No. of Shares. Value. Paid-up. Closing Quotations, Cash.)

Hongkong and Shanghai Bank Corp. ... 80,000 ... 125 ... all ... 94 1/2 prem., sellers

Bank of China, Japan and Straits, Ltd. ... 99,875 ... 10 1/2 ... 1 1/2 50 cents, buyers

Bank of China, Ltd. ... 12 ... 1 1/2 ... 1 1/2 50 cents, buyers

National Bank of China, Ltd. ... 10 ... 8 ... 8 1/2 37, sellers

MARINE INSURANCE.

Canton Insurance Office Co., Ltd. ... 10,000 ... 5 ... 5 1/2 112

China Fire Insurance Co., Ltd. ... 24,000 ... 83.33 ... 20 ... 20 50, sales and sellers

North-China Insurance Co., Ltd. ... 24,000 ... 20 ... 20 1/2 110, sales and buyers

Straits Insurance Co., Ltd. ... 30,000 ... 10 ... 10 1/2 111, buyers

Union Insurance Society Co., Ltd. ... 10,000 ... 25 ... 25 1/2 82, buyers

Fuzhou Insurance Association, Ltd. ... 8,000 ... 10 ... 10 1/2 80, buyers

FIRES INSURANCE.

China Fire Insurance Co., Ltd. ... 24,000 ... 8 ... 8 1/2 112, sellers

Hongkong Fire Insurance Co., Ltd. ... 8,000 ... 1 ... 1 1/2 817

Straits Fire Insurance Co., Ltd. ... 30,000 ... 1 ... 1 1/2 817

DOCKERS.

H.K. & Whampoa Dock Co., Ltd. ... 12,500 ... 125 ... all ... 72 1/2 prem., sales

STEAMSHIP.

China Steamship Co., Ltd. ... 5,000 ... 5 ... 5 1/2 112, sales and sellers

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour are marked a.

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From the Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From the Harbour Master's Office to the P. & O. Co.'s Office. 5. From the P. & O. Co.'s Office to the Police Wharf. 6. From the Police Wharf to the Naval Yard. 7. From the Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to the Island to North Point. 10. From North Point to the Kowloon Wharves. 11. Jardine's Wharf.

| Vessel's Name. | Flag and Reg. | Tons. | Date of Arrival. | Consignees or Agents. | Destination. | Remarks. |
|----------------|---------------|-------|------------------|-----------------------|-------------------------|----------|
| Amigo | 2 | 2 | 771 | July 16 | Widder & Co. | sunk |
| Amigo | 2 | 2 | 1588 | Aug. 17 | Mitsui Bussan Kaisha | |
| Amigo | 2 | 2 | 1457 | July 19 | Laure & Wegener | |
| Amigo | 2 | 2 | 1484 | Aug. 13 | Gibb, Livingstone & Co. | |
| Amigo | 2 | 2 | 1660 | Aug. 8 | Schenck & Co. | |
| Amigo | 2 | 2 | 1674 | Aug. 18 | Jardine, Matheson & Co. | |
| Amigo | 2 | 2 | 672 | Aug. 16 | Laure & Wegener | |
| Amigo | 2 | 2 | 1486 | Aug. 15 | Gilman & Co. | |
| Amigo | 2 | 2 | 1015 | Aug. 12 | Laure & Wegener | |
| Amigo | 2 | 2 | 968 | Aug. 17 | Shewan & Co. | |
| Amigo | 2 | 2 | 609 | Aug. 17 | Douglas Steamship Co. | |
| Amigo | 2 | 2 | 719 | Aug. 16 | Carlitz & Co. | |
| Amigo | 2 | 2 | 1504 | Aug. 18 | M. S. N. Co. | |
| Amigo | 2 | 2 | 758 | Aug. 18 | A. R. Marty | |
| Amigo | 2 | 2 | 985 | Aug. 14 | Widder & Co. | |
| Amigo | 2 | 2 | 1567 | Aug. 10 | Jardine, Matheson & Co. | |
| Amigo | 2 | 2 | 760 | Aug. 17 | A. R. Marty | |
| Amigo | 2 | 2 | 1125 | July 11 | Widder & Co. | |
| Amigo | 2 | 2 | 1104 | Aug. 18 | Jardine, Matheson & Co. | |
| Amigo | 2 | 2 | 1090 | Aug. 18 | Burford & Swire | |
| Amigo | 2 | 2 | 1327 | Aug. 13 | Dodwell, Carill & Co. | |
| Amigo | 2 | 2 | 863 | Aug. 16 | Douglas Steamship Co. | |
| Amigo | 2 | 2 | 761 | Aug. 17 | Schenck & Co. | |
| Amigo | 2 | 2 | 2540 | Aug. 15 | P. M. S. S. Co. | |
| Amigo | 2 | 2 | 161 | Aug. 16 | H. K. & W. Dock Co. | |
| Amigo | 2 | 2 | 1587 | Mar. 14 | China | |
| Amigo | 2 | 2 | 1169 | Aug. 15 | G. R. Stevens | |
| Amigo | 2 | 2 | 1189 | Aug. 10 | China | |
| Amigo | 2 | 2 | 829 | Aug. 18 | Molchers & Co. | |
| Amigo | 2 | 2 | 977 | Aug. 16 | Jardine, Matheson & Co. | |
| Amigo | 2 | 2 | 1578 | July 24 | Schenck & Co. | |
| Amigo | 2 | 2 | 1169 | Aug. 31 | John Andrew | |
| Amigo | 2 | 2 | 1876 | Aug. 14 | P. & O. S. N. Co. | |
| Amigo | 2 | 2 | 887 | Aug. 16 | Jardine, Matheson & Co. | |

Her Britannic Majesty's Ships on the China Station.

| Name. | Reg. | Tons. | Guns. | H.P. | Captain. | Where at. |
|----------|------------------------------|-------|-------|------|----------------------------------|-----------|
| Alacrity | despatch-steam | 1700 | 4 | 3180 | Com. George A. Callaghan | Yokohama |
| Alacrity | cruiser 3rd class | 1776 | 6 | 4 | Comd. Scott Rogers | Yokohama |
| Alacrity | cruiser 3rd class | 1400 | 14 | 1440 | Captain Ch. J. Norcock | Yokohama |
| Alacrity | cruiser | 1140 | — | — | Commander MacArthur | Swatow |
| Alacrity | surveying ship | 740 | — | — | Commander A. M. Field | Singapore |
| Alacrity | g-b. 3rd class coast defence | 353 | 3 | 340 | Lt.-Com. Ravenhill | Shanghai |
| Alacrity | gunboat 2nd class | 460 | 4 | 460 | Lt.-Com. L. G. Tubell | Yokohama |
| Alacrity | gunboat 2nd class | 460 | 10 | 1000 | Captain J. M. McQuibban | Yokohama |
| Alacrity | gunboat 2nd class | 3750 | 13 | 7290 | Commander Chisholm Batten | Singapore |
| Alacrity | cruiser | 2676 | 20 | 7094 | Capt. Angus Macleod | Singapore |
| Alacrity | gunboat 1st class | 765 | 6 | 1200 | Lt.-Com. Phillips | Yokohama |
| Alacrity | gunboat 1st class | 765 | 6 | 1200 | Hon. Lt.-Com. F. Q. E. Addington | Yokohama |
| Alacrity | gunboat 1st class | 1770 | 5 | 2500 | Commander Burr | Yokohama |
| Alacrity | gunboat 1st class | 715 | 6 | 1200 | Lt.-Com. G. Hought | Shanghai |
| Alacrity | gunboat 1st class | 805 | 6 | 1200 | Lt.-Com. J. G. May | Shanghai |
| Alacrity | gunboat 2nd class | 4093 | 12 | 6020 | Commander Kirby | Yokohama |
| Alacrity | gunboat 2nd class | 363 | 3 | 340 | Commodore H. B. Palliser, R.N. | Hongkong |
| Alacrity | g-b. 3rd class coast defence | 6167 | 14 | — | Rear-Admiral in charge | Hongkong |
| Alacrity | coast-defence ship, armoured | 2750 | 4 | 1480 | | |

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats

* Flagship of Vice-Admiral the Hon. E. Fremantle, K.C.B., C.M.G.

H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy List.

Foreign Men-of-war on the China and Japan Station.

| Name. | Flag and Reg. | Tons. | Guns. | H.P. | Captain. | Where at. |
|--------------------|----------------------|-------|-------|------|-----------------------------|-------------|
| Admiral Korniloff | Russian cruiser | 5000 | — | — | Captain Eltharinnoff | Nagasaki |
| Afric | Portuguese troopship | 800 | — | — | Captain Vianco | Macao |
| Alert | Russian gunboat | 1020 | 8 | — | Captain Peronago | Nagasaki |
| Amio | U. S. corvette | 470 | 4 | 450 | Captain Dumand | Shanghai |
| Bengo | French gunboat | 462 | — | — | Commander Journe | Kinling |
| Charleston | U. S. cruiser | 3750 | 8 | — | Captain J. J. Moreira | Macao |
| Combe | French gunboat | 500 | — | — | Captain Romey | Kobe |
| Curtatone | Italian gunboat | 303 | — | — | Capt. Dargis de Fournet | Bangkok |
| Dilly | Portuguese gunboat | 2200 | — | — | Captain Olivari Antonio | Salon |
| Forfait | French cruiser | 2200 | — | — | Captain Rodet | K'loon Dock |
| Ilia | Gorman gunboat | 450 | 4 | 330 | Captain Bandini | Nagasaki |
| Inconstant | French gunboat | 814 | — | — | Capt. Bory | Nagasaki |
| Kaiserin Elisabeth | Austrian cruiser | 1200 | — | — | Captain A. R. v. Becker | Nagasaki |
| Korvetz | Russian man-of-war | 4500 | — | — | Captain Ph. Fillard | Nagasaki |
| Lancaster | U. S. cruiser | 2130 | — | — | Lieutenant Popaix | Salon |
| Lion | French gunboat | 485 | 4 | 425 | Captain Ney | Bangkok |
| Lutin | French gunboat | 1900 | 7 | 1170 | Commander Gridley | Yokohama |
| Martin | U. S. corvette | 450 | — | — | Capt. McCornick | Hankow |
| Mandour | Russian cruiser | 1700 | — | — | Captain V. Brandt | Shanghai |
| Monaco | U. S. ship | 1370 | 6 | 1470 | Lt.-Com. Barber | Amoy |
| Pamlat Azova | Russian cruiser | 6900 | — | — | Lt.-Com. Rich | Nagasaki |
| Palos | U. S. gunboat | 684 | — | — | Lt.-Com. M. R. S. Mackenzie | Amoy |
| Pluvier | U. S. gunboat | 684 | — | — | Lt.-Com. M. R. S. Mackenzie | Amoy |
| Reina Cristina | Spanish cruiser | 3000 | — | — | Captain Valera | Amoy |
| Triumphante | French cruiser | 4500 | — | — | Captain de Bréville | Amoy |
| Ulla | Spanish gunboat | 1180 | — | — | Captain Fernandez | Amoy |
| Villaro | French gunboat | 1000 | — | — | Captain Thompson | Amoy |
| Villaro | French gunboat | 480 | 4 | 420 | Commander Constola | Amoy |
| Villaro | French gunboat | 2550 | — | — | Captain Zarine | Amoy |
| Villaro | French gunboat | 384 | 6 | 340 | Captain Kraschman | Amoy |
| Zabala | Russian cruiser | 500 | — | — | Captain Demojow | Shanghai |

SHIPPING IN CHINA, JAPAN, PHILIPPINES & SIAM.

WATER.